

HOW TO RUN YOUR CAR ON ZERO-POINT ENERGY

by Barry Hilton © 1998

During 1996 I was given a home-made videotape featuring an Australian researcher who claimed to have run a car without petrol, using a device that appeared to produce either hydrogen or Brown's Gas from water. As I was interested in recent developments in America on point-of-application production of gas as a fuel source (energy cell), I followed up on this interesting phenomenon with a paper summarising what I had seen.

Eventually a copy fell into the hands of the inventor. I then received a call from him, explaining that some of my assumptions had been incorrect. He then offered to visit me in Melbourne to put things right. I was thrilled at the opportunity of gaining some first-hand information about his discoveries and the possibility of filling in the missing blanks. He did not disappoint me.

THE MARK I ENERGY CELL

Joe "X" first became interested in trying to provide an alternative fuel system in about 1991. He got the idea of running his car on steam produced by a closed stainless steel cylinder containing a perforated cylindrical element.

He thought that if he connected a 12-volt battery with one terminal to the outer cylinder (+) and the other terminal to the centre tube (-), the water would boil and he could draw off the steam from an outlet in the

cell and feed it into the inlet manifold to run the car.

The cell was about 4 inches in diameter (100 mm) and about 3 feet long (870 mm), being made out of a stainless steel tube (from an old milking machine) with screw caps on either end. On one end was a clear glass window (for observing the milk flow in the pipe). On the other end, Joe fitted a circular piece of clear perspex (Plexiglas) through which he fitted a terminal for the inside stainless steel perforated element. This element was about 3.5 inches (87 mm) in diameter and about 2 feet long (600 mm). The element was perforated with 8-mm diamond-shaped holes at 12-mm centres. An outlet pipe was already fitted approximately two-thirds of the way along the outer cylinder. He intended to use it to take off the steam.

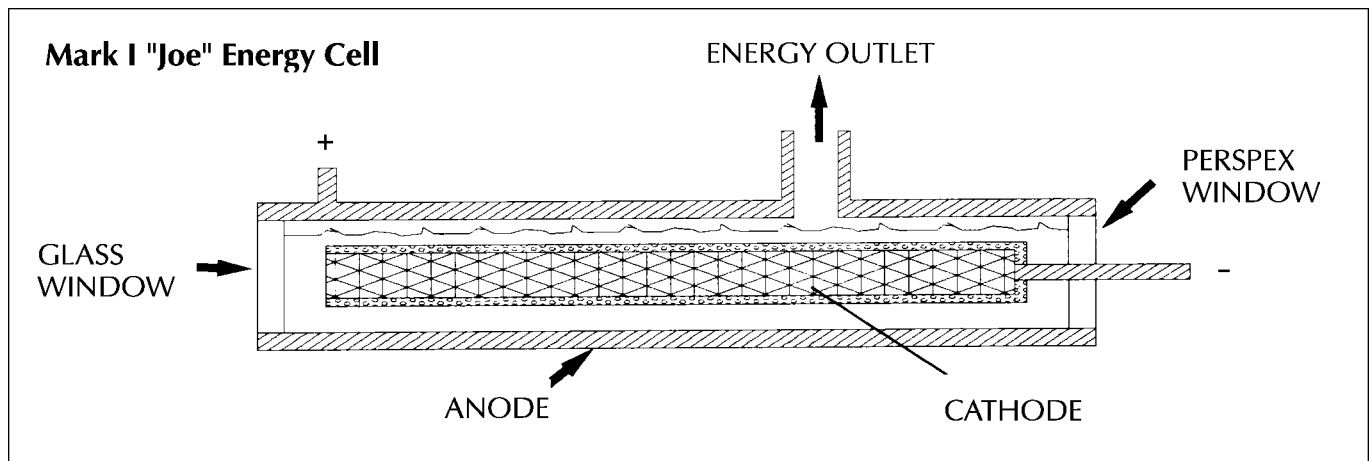
On 9 October 1991, on the front lawn of his home, Joe set up the entire arrangement on a pair of wooden saw trestles at the front of the car. He connected a half-inch clear plastic hose from the outlet pipe of the cell to the carburettor preheating device on the car, thinking that this device provided a gas supply to the inlet manifold. The car used was a Rover V8 3500 SD1 with a fully sealed all-aluminium motor. The carburettor was a twin Zenith single-barrel arrangement, similar to the SU carburettor.

On connecting a separate 12-volt battery to the cell, he noticed through the observation windows that the cell was full of white bubbles with a white vapour coming from

the surface of the water, which he assumed was steam. He then started the car on petrol as usual. After running the car on idle for a short time, he disconnected the petrol supply and the car continued to idle even after the float bowl had emptied. However, the engine did not run smoothly so Joe advanced the timing by approx. 80° to bring the motor back to a normal, smooth idle. He let the car run for some time, thinking that it was running on steam, before he disconnected the battery to the cell to stop the engine. To his amazement the car continued to idle, even though he had disconnected the cell from the power supply! Only when he turned off the ignition key was he able to stop the engine. He found that he could start the car via the starter motor without petrol and without connecting the cell to the battery!

Some readers may have realised by now that the preheating device makes no gas connection into the inlet manifold. In fact, it goes nowhere except to the outer casing of the carburettor housing.

What Joe has discovered here sets the mind boggling. This means that no explosive gas is supplied by the fuel cell to the manifold at all. The only gas entering the engine is plain air. Because this engine runs without mixing any conventionally known fuel with the air entering the carburettor, its fuel must be derived from a different source. Either Joe was controlling this engine by mind over matter, or he had unwittingly devised a means of tapping raw



energy to supply the motive power. Joe makes no claims of extrasensory power, and is as baffled by the phenomenon as those who have witnessed it. He has no idea why it works; he only knows that it does.

To date, he has successfully converted at least 14 vehicles (one of them a record-breaking dragster). None of the vehicles had direct fuel-flow connection to the input manifold, with the exception of a Leyland which was fitted with the Mark II cell.

It would seem that Joe has tapped into some form of zero-point energy. (Zero-point energy is created by differences in the "fluoroplasmic density" of the energy continuum or ether.) Whether or not the energy or gas transmitted to the engine block via the plastic hose in some way chemically changed the air entering the manifold into an explosive mixture is still uncertain. If this is the case, then nitrogen is probably the most likely element to have been affected in combination with oxygen and carbon residue to form an implosive/explosive mixture similar to nitroglycerine. What appears to occur within the engine cylinders is either implosion, explosion or both. However, this is pure speculation.

Joe later modified his Mark I cell. He found that a smaller unit was just as efficient as the longer one, and was also easier to fit in the car. He reduced its length to approx. 18 inches (435 mm) and fitted it into the Rover, either in the boot or on the floor next to the driver.

He later drove this car, fitted with the cell, from his home in northern New South Wales to Melbourne, Victoria, and back. This is an achievement that is so remarkable it is almost unbelievable. He also

went on a five-day trip to Toowoomba, Queensland, and back to his home in NSW without any trouble driving the car on his water cell. However, there was a small problem, Joe said, that if the cell was left overnight it would discharge and require recharging by connecting the 12-volt battery for approx. three minutes before it could be used to drive the vehicle. Joe also found that the clear plastic hose connecting the cell to the carburettor was unsuitable. This will be discussed in the next section.

The Rover, having an all-aluminium motor, normally has its timing set at 0° before TDC [top dead centre], but when running entirely on the "Joe Cell" it required an advance of 80°. Joe pointed out that each type of motor required different timing settings. It may also be necessary to cut back on the idle screw-settings to prevent over-revving. This engine, Joe said, showed no signs of pollution nor exhaust emissions of any kind. During the entire time the car was used with the cell, the temperature gauge never moved off zero. The motor was cold, the exhaust was cold and the radiator was cold.

With Joe's permission, Prof. Ron Davis (now deceased) of Newcastle University carried out extensive research on the Rover and Joe's cell design. Prof. Davis solved the discharge problem by installing a 1.5-volt DC battery to the cell when not in use (with negative to earth and positive to the cell casing). Joe found that no power was drawn from the battery as a result of the connection. He also recounted that the vehicle received a tremendous boost in power when the 1.5-volt battery was connected for a few seconds across the cell whilst the vehicle was being road-tested.

Joe's latest cell design does not discharge if left overnight, so the small DC battery is no longer needed.

THE MARK II ENERGY CELL

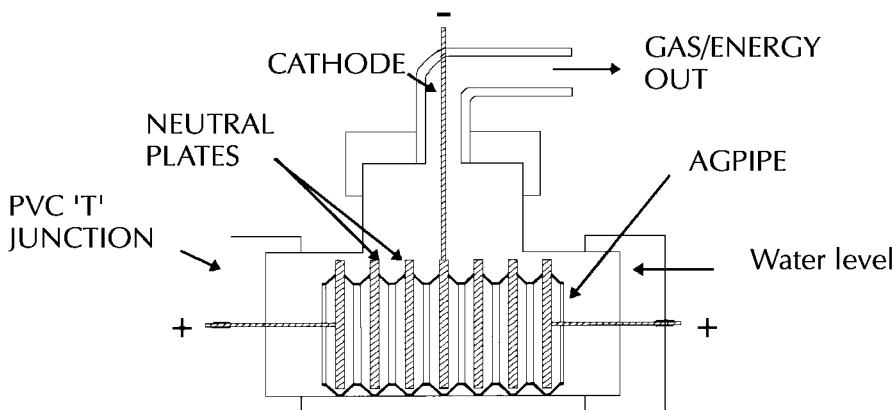
Joe's next cell was radically different from his Mark I cell. In the Mark II cell he used seven flat circular plates in a row. These stainless steel plates, approx. 2 mm thick and 100 mm in diameter, were packed into a short length of black corrugated PVC agpipe. About one-third of its radius was removed to allow the gas to escape from above the plates. The entire assembly was then placed inside a PVC 120-mm-diameter "T" junction, with one plate positioned in each corrugation, giving a plate spacing of approximately 3/8ths of an inch (8 mm). Both ends of the straight through section were sealed off with end caps. The stainless steel plates on both outside positions were positively charged, whilst the centre plate was negatively charged. The two intermediate plates on either side had no electrical connections. Joe calls these "neutral" plates.

By a process of experimentation, Joe showed that less amperage was required to charge a cell with neutral plates than one fitted with only a cathode and anode, yet gas production seemed much improved in the cell with neutral plates. Joe discovered the optimum performance was achieved by a cell with two neutral plates on either side of the cathode, and two anode plates on the outside of the set. Joe explained that he tested this cell in a Leyland P76 V8 which has an all-aluminium motor. Unlike the Rover, this engine is not hemispherically sealed. In this connection, Joe fitted the output hose from the cell directly into the carburettor via the tappet cover vacuum fitting under the carby.

The Mark II cell in this engine performed very badly. On a test drive to Lismore in 1992, Joe discovered that on applying acceleration the PVC cap (through which the gas/energy passed) would bulge outward in excess of an inch, and whilst decelerating the cap would return to its normal shape. But due to the extra gas/energy contained within the cell under pressure, motor acceleration could not be accurately controlled.

Joe assumes that when acceleration is applied to draw more gas/energy from the cell under inlet manifold vacuum, a chain reaction is activated within the cell, giving more gas/energy and providing an excess of pressure within the cell. Upon decelera-

Mark II "Joe" Energy Cell



tion, the cell is again subjected to electrostatic surface tension. The excess gas/energy stored within the cell is therefore transferred to the input manifold due to the high buildup of pressure within the cell. As a result, car speeds cannot be regulated efficiently.

Joe also reported that Prof. Davis had constructed a test cell shaped similarly to a car air filter and built with a thin outer casing of stainless steel. When tested on a car, it suffered the same problem as Joe's plastic cell. The gas/energy pressure in this cell changed its shape from a flat disc to almost a complete sphere. It is a wonder these cells did not explode!

Joe concluded that both the casing of the cell and the gas/energy transfer pipe needed to be constructed of rigid, robust material for the cell to operate efficiently without expansion and contraction of the parts. Although this cell provided the necessary energy to drive the V8, it proved too dangerous for further use.

THE MARK III ENERGY CELL

Joe then decided to use concentric cylinders with a thick stainless steel container, based on the same idea as the Mark II cell. This new design would therefore incorporate the advantages of his original Mark I cell with the concept of neutral plates.

Joe also discovered that the cell had more power when the cathode was electrically connected to the bottom of the cell. By this method, the energy field was generated over the entire surface of the cylinders. When the connection was made at the top of the cathode, only the top half of the cell seemed to be active.

So, the Mark III cell consisted of five concentric circular cylinders. The central cylinder, of approx. one-inch diameter, was electrically connected through the bottom of the cell as the cathode, but insulated from the outer casing. Then came three neutral cylinders, measuring two, three and four inches diameter, of equal height to the cathode and arranged concentrically outward from the centre, each providing approximately a half-inch gap between cylinders. The fifth cylinder formed the outer casing of stainless steel (minimum 3 mm thick) and surrounded the entire assembly. The plates inside have to be

machined exactly to the same length, with great care taken to ensure that all the cylinders line up precisely level. The top of the anode outer casing also needs to be either conical or domed in shape in order to direct the energy to the opening at the top. The top and bottom of the inside set of cylinders should not be closer than one inch from the anode casing. However, the gap between the anode and the outer neutral cylinder can be as close as half an inch and maybe as wide as two inches. Joe said this outer gap was not important as long as it was not too close.

Each of the cylinders needs to be separated by the best insulators available that will not react with the energy fields inside the cell. Synthetic insulators, made of plastics, nylon, teflon and the like, appear to be unsuitable because a conductive path soon develops across these insulators, resulting in a dead short between the cylinders and destruction of the energy fields developed in the water between the plates.

I have examined a number of cells used by experimenters trying to duplicate the Joe phenomenon. These cells had been in use for some time, and when dismantled the cylinders showed deep pitting in the area around where the insulators had been located.

In his cells, Joe used the black rubber tubing that is normally laid on the roads for traffic counting. Unfortunately, most of the road authorities have converted to synthetic material, which is not suitable for the cell. As a substitute, I have tried the pure rubber stoppers used in chemical laboratory

experiments and as acid bottle-stoppers. These stoppers are solid rubber (without a hole in the middle to trap conductive elements). They appeared to resist conductive outer growths up to 60 volts DC when tested for five days of continuous charging. No pitting was observed and adjoining plates still showed open circuit readings.

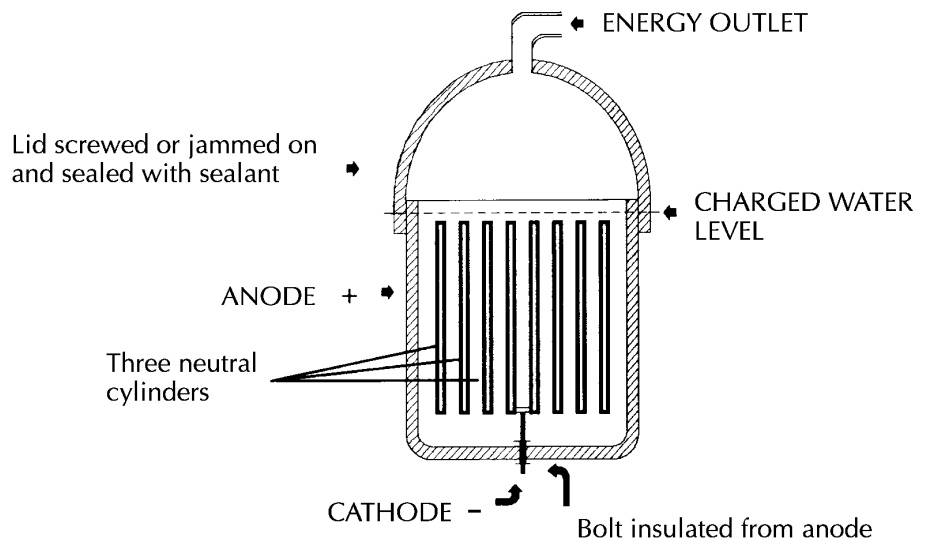
When charging the water in the same cell as to be used in the car, make sure the sediment formed on the surface of the water does not settle on these insulators, as this coating will soon form a conductive path over the rubber. This is one reason why Joe decided to use a separate water-charging vat.

When mounting the rubber stoppers (or pure rubber solid circular rod) between the plates, the round section of the rubber should be fitted horizontally between the plates, with the flat part against the cylinders. This will prevent sediment being trapped between the curved side of the rubber and the plate surface.

Joe uses the minimum number of separators that will maintain correct plate distances: three insulators at the top of the cylinders and three more at the bottom. Each of the rubbers should be mounted-in approx. 5 mm from the edge of each cylinder and arranged radially outward in three straight lines at 120-degree intervals. The rubbers, if cut slightly oversize, will hold the assemblies firmly in place to withstand car vibration.

The trick, when assembling, is to mount one rubber on the centre tube first, then squeeze the first two cylinders together

Mark III "Joe" Energy Cell



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with round-nosed pliers (or multigrips) over the insulator. Then insert the other two rubbers in sequence. The setting need not be perfect as it can be adjusted after the three rubbers are fitted to the opposite end. But do the spacing adjustment, if necessary, before fitting the next outer cylinder. If you don't, you may have to do the job all over again. Make sure that, when finished, all of the cylinders sit flat on a level surface without any one cylinder protruding above the others. If you are not careful about this point, the energy-multiplying factor may miss the lower plates (cylinders) entirely, thus reducing cell efficiency.

If your cathode terminal bolt has been fitted correctly, then the entire assembly can be supported by the locking nuts on the cathode terminal bolt. However, if you feel that your plate assembly requires some additional support, a slot can be cut into the bottom of three more rubber stoppers. These stoppers (correctly spaced) can then be fitted to the bottom of the outer neutral cylinder to act as supporting stand-offs inside the anode casing. An insulating sleeve should be inserted into the hole drilled in the anode through which the bolt passes, and insulating washers also fitted either side of the hole. Seal the hole with white marine-grade Sikaflex.

All metal parts, except for the energy transfer tube, should be made of food-grade stainless steel and must be diamagnetic. Grade 316 is the most appropriate stainless steel to use. Make sure you test it for paramagnetic properties before you buy it. It must not attract a ferrite magnet or deflect a

compass needle even slightly, or you are just wasting your time and money. All stainless grades show some attraction if neodymium magnets are used.

I am uncertain which vehicles the three-neutral-plate system was fitted to, or how each vehicle performed. What I do know from Joe is that over the last few years he has successfully converted a number of common vehicles such as Fords and Holdens. After the Leyland, he experimented with solid supply tubes to transfer the energy from the cell to the carburettor. He also abandoned any further attempts to connect the cell directly to the input manifold, preferring instead to locate the end of the transfer tube on a sealed blank fitting on the carburettor housing. However, as there may still be some danger of pressure building up within the cell, Joe said it is a good idea just to slide the end of the outlet hose over the blank fitting without securing the end of the hose with a pressure clip or sealing compound.

In the early stages Joe replaced the clear plastic tubing from the cell to the carburettor with a length of copper pipe, but discovered that the copper corroded at the cell end. Eventually he settled for an aluminium pipe of approximately 3/4-inch diameter. The pipe is screwed to the top of the cell's outlet connection (metal to metal). The furthest end of the pipe (nearest the carburettor) is cut short about four inches, and a good-quality rubber hose fitted to the end of the pipe to make up the last four inches to the carburettor blank.

According to Joe, aluminium is the best material for conveying the energy to the engine as it does not corrode as a result of cell action. The rubber at the end of the tube insulates the cell body from the car block.

Joe states that although the cell has no electrical (closed circuit) connection to the battery, the cell body has a positive charge which, if allowed to make metal-to-metal contact with the car body, would dis-

charge the cell. It would then have to be cleaned and filled with freshly charged water or recharged from the battery, although just recharging may not suffice. Joe no longer recommends recharging the cell from the battery, as the cell may become contaminated and may not work at all until it has been cleaned and regenerated. The Mark I cell that was recharged by the car battery consists of only the anode and cathode. There are no neutral plates or separators (insulators) to cause problems through contamination or shorts.

As the transfer tube has a positive charge and carries the energy field to the motor, it is most important that the cell *not* be located near any other field generators such as distributor coil, cut-out points, alternator, electronic circuitry or high-tension leads. The transfer tube must also be well insulated from the car body.

Joe recommends that the cell be either located on the floor next to the driver (with the cathode bolt electrically connected to the car chassis) or placed in the boot away from electrical wiring. If the cell is located in the boot, the entire length of the transfer tube should be insulated with a plastic tubing sheath to avoid contact with the negatively charged body. If placed next to the driver, the transfer tube should be passed through a hole in the firewall fitted with a suitable rubber insulating grommet.

By a process of experimentation, Joe found that a two-neutral-plate cell worked just as well in a car as did the three-neutral-plate system, and maybe even better. However, the two-neutral-plate system required that the water first be charged in another charging cell for the system to work effectively. By pre-charging the water in his vat system, he was able to carry out the process much more efficiently than if he used the actual car cell to effect the charging process. It is for this reason that Joe uses only two neutral plates in his most recent car cells.

Editor's Note:

Additional details are covered in Barry Hilton's 40-page book, *The Joe Phenomenon: How to Run Your Car on Zero Point Energy*. Copies are available from the publisher, NuTech 2000, PO Box 255, Ivanhoe, Vic. 3079, Australia; telephone/fax +61 (0)3 9457 2814, e-mail, <nutech@arc.net.au>. Price: AUD\$39.00 ppd in Australia; foreign orders, USD\$41.00 ppd, or payment by credit card.

